

WHAT IS CLAIMED. IS:

5 1. A guard for mounting onto the frame of a  
motorcycle, said guard comprising a generally  
horizontal rail section having an inner end  
supportable on the frame, and an outer end spaced  
from the frame, a pivot bracket at the outer end of  
10 the generally horizontal rail section, and a foot peg  
pivotally mounted to the pivot bracket about a  
generally horizontal axis and pivotable to extend  
outwardly from the pivot bracket and the rail section  
in a first position, and to be pivoted substantially  
15 180° to a stowed position overlying at least a  
portion of the rail section of the engine guard.

2. The guard of claim 1, wherein said  
horizontal rail section has a recess in an upper side  
20 thereof, said foot peg fitting into the recess when  
the foot peg is pivoted to its stowed position.

3. The guard of claim 1, wherein a second  
frame section is provided and extends upwardly from  
25 an end of the horizontal rail section adjacent the  
frame and is securable to a frame of a motorcycle.

4. The guard of claim 1, further characterized  
by a strut having an upwardly extending outer portion  
30 that supports the pivot bracket and the outer end of

the horizontal rail section and an inner end supportable on the motorcycle frame.

5. The guard of claim 1, wherein said pivot  
5 bracket comprises a pair of side members that are spaced apart to define a space therebetween, the foot peg having an ear at one end that fits in the space between the side members, and a pivot bolt for mounting the ear of the foot peg between the side  
10 members about the generally horizontal axis.

6. The guard of claim 1, wherein said foot peg has a surface configuration forming irregularities for reducing slippage tendencies.

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7. The guard of claim 6, wherein said irregularities comprise ribs extending generally in a longitudinal direction along the foot peg perpendicular to the pivot axis on at least one side  
20 of the foot peg.

8. The guard of claim 1, wherein said foot peg has a plurality of grooves defined in the surface thereof that extend generally perpendicular to the  
25 pivot axis, said grooves being on a side of the foot peg that is facing upwardly in its first position.

9. The guard of claim 2, wherein said foot peg comprises a cylindrical core member, a part

cylindrical cap on the exterior of the core member and extending over a portion of the periphery less than 180°, said cap having substantially the same configuration and size as an outer surface of the  
5 horizontal rail section and aligning with the outer surface when the foot peg is in its stowed position.

10. An engine guard and foot peg combination for a motorcycle comprising a framework having a pair of  
10 strut members attachable to lower portions of a frame of a motorcycle on opposite sides of the frame, said strut members having portions that extend upwardly and outwardly from a center plane of the motorcycle, a pair of horizontal rail portions having rail outer ends  
15 joined to the outer ends of the strut members and overlying the strut members, said horizontal rail portions extending inwardly from the rail outer ends toward rail inner ends adjacent the frame of the motorcycle, an upwardly extending support for  
20 supporting the inner ends of the horizontal rail portions relative to the frame of the motorcycle at an upper portion of the motorcycle frame, and a pair of foot pegs, one mounted on each of the rail outer ends of the horizontal rail portions, and movable  
25 substantially 180° from a deployed position wherein the foot pegs extend outwardly from the rail outer ends of the horizontal rail portion to a stowed position wherein the foot pegs overlie the horizontal rail

portions and extend inwardly from the pivot axis between the foot peg and the rail outer ends.

11.           The combination of claim 10 wherein the  
5 support has a bracket adjacent a center line of the frame, and has side members tapering outwardly and downwardly to join the inner ends of the rail portion.

12.           The combination of claim 10, wherein said  
10 horizontal rail portions are generally cylindrical in shape, and a recess formed in the upper side of each of the horizontal rail portions adjacent the rail outer ends, such that the foot pegs do not protrude substantially above the surface of the cylindrical  
15 shaped horizontal rail portions when in the respective stowed position.

13.           The combination of claim 12, wherein said  
foot pegs have ribs raised above the surface of the  
20 horizontal member when the foot peg is in the stowed position.

14.           The combination of claim 12, wherein the  
strut members have support brackets at their outer  
25 ends, the rail outer ends being connected to the respective support bracket.

15. The combination of claim 14, wherein the support brackets comprise pivot brackets, the foot pegs being pivotally connected to the pivot brackets.

5 16. The combination of claim 15 wherein the support brackets are separately formed and join the rails to the strut members.

10 17. The combination of claim 11 wherein the side member of the inner ends of the horizontal rail portions are joined with separately formed elbow brackets.